

FREIGHT RATE CUT OCCASIONS MUCH CAUSTIC COMMENT

Some Government Officials
Are Disappointed; Others
Are Critical.

REVENUE LOSS IS SMALL

When It Is Balanced Against the Reductions Made and to Be Made in Wages of Railway Employees; Roads In About Same Position as Before.

Except for the occasional statement that the shippers should be glad they received any freight rate reduction at this time, all the late comment upon the Interstate Commerce Commission's horizontal reduction of 10 per cent effective July 1 is caustic. Says the Washington correspondent of the Cleveland Daily Iron Trade: The President is disappointed, and Secretary Hoover is frankly critical. The greater effect upon business will come from the psychological side. The carriers have not yet signified intention of accepting the cut without putting the commission to the trouble of issuing a formal order, and will consider the matter within a few days at regional conference. If the carriers balk then the commission will issue its formal order. This may postpone the effective date of the reduction a short time but will not affect the body of the decision.

In the light of developments, it becomes clear what the President had in mind in conferring with railroad executives on May 27. Apparently he was cognizant of the fact that the commission had virtually agreed upon the 10 per cent decrease. Secretary Hoover's advice all along has been in favor of commodity reductions, of concentrating the \$225,000,000 the commission believed it could pare off railroad revenue on a few basic commodities instead of spreading it thinly over the whole rate structure.

The President informed the executives of the commission's intention and proposed that the executives themselves reduce commodity rates at least to the extent of \$225,000,000. The President did not mention reducing class rates, which accounts for the statement from the White House, just prior to the decision, to the effect that class rates were not under consideration. The executives would not acquiesce, so the commission had no alternative but to hand down its decision.

Some statements have been to the effect that the decision reduces railroad revenue \$400,000,000 annually, but \$225,000,000 is nearer the correct figure. The decreases in grain, livestock and lumber rates previously made aggregate \$186,950,000, making a grand total of \$411,950,000 pared from railroad revenue. Since the August, 1929, advance on the other hand, the Railroad Labor Board already has pruned wage bills \$300,000,000. If the carriers win all of their demands in this case now before the board they will get another \$200,000,000 reduction. It seems certain that at least \$100,000,000 will be taken off, so that after the forthcoming wage decision is handed down the carriers will be in the same relative position as before. They will not have passed along to the public any more than the labor board has passed along to them.

The Treasury Department's proposal is that the railroads be allowed two years in which they could fix their own rates on a competitive basis and get back on their feet. Secretary Hoover can see no possibility of such a program ever getting past Congress, and scouts the advisability of it were it within the realm of possibility. Rate regulation, he believes, is here for all time, and nothing but chaos would result in the suggested free-for-all.

WEST PENN RYS. TAKES OVER MANY WEST SIDE LOTS

Initial payments were made yesterday by the West Penn Railway Company on a number of pieces of property lying south of Leisner avenue, West Side, aggregating more than \$32,000. By acquiring this property the West Penn now owns practically all that section of land between Leisner avenue and Green street and from the Western Maryland railroad to the Youghiogheny river.

Plans are said to have been completed for a number of improvements and extensions to the present West Side plant of the railway company which will include the doubling of the capacity of the car erecting shops together with a large modern garage and machine shop to care for the many automobiles and auto trucks now used by the company. Additional storage room is also needed and it is said the plans now about to be executed will provide for modern buildings for cars and supplies. Practically all of the newly acquired property will be used for the erection of needed buildings. All the modern street cars of the 700 type are built in the West Penn shops, and since additional railway properties have been taken over by the West Penn the present shop facilities have been found inadequate. Likewise the company has been cramped for storage room for both cars and supplies.

The properties taken over by the West Penn include nine lots, two modern houses and the slaughter house of Tom Kuburine, five lots owned by Mrs. Bertha Rohm, three lots owned by Mrs. Mary G. Sisson, three lots owned by the Title & Trust Company, and four lots owned by the Well-Miller Motor Company. The transaction includes 24 lots.

REPUBLIC, MIDVALE AND INLAND STEEL COMPANIES TO MERGE

New York, June 2.—Thomas L. Chadbourne, attorney, late Thursday announced adoption of a plan whereby the properties of the Midvale Steel & Ordnance Company, Republic Iron & Steel Company and Inland Steel Company will be shifted under ownership of Midvale. The name of the new corporation will probably be the North American Steel Corporation.

Negotiations are pending Mr. Chadbourne says, for the acquisition of other properties but irrespective of the outcome of these negotiations Midvale, Republic and Inland companies propose to proceed with the merger plans.

The Lockwood Committee made an unsuccessful effort all day to learn something about the merger before it was announced, calling one steel magnate to the stand after another. Each gave the impression that there was nothing definite on paper as yet and that the merger still was a long way off.

While Midvale, Republic and Inland were the parties the steel men testified that the Brier Hill Steel Company of Ohio, and the Steel & Tube Company of America, in Chicago were "still in the picture."

All existing obligations of the three companies are to be assumed by the unified company. Existing preferred and common stock will be changed into preferred and common stock of the unified company. The new preferred stock is to have a par value of \$100 a share; is to be seven per cent cumulative; is to be redeemable at \$175 a share and accrued dividends and is to be convertible for 12 years into common stock at the rate of five shares of new common for four shares of new preferred.

John Toppling, chairman of the Republic Iron & Steel Company, in testimony before the Lockwood House Committee, testified he thought that as at present situated the competitors of the United Steel Corporation could not compete with it. He said his corporation by virtue of natural advantages, larger production and ownership of transportation facilities was making steel products at from \$3 to \$5 less a ton than any of the others.

Richard Davis To Be Buried at Old Tioga Home

The body of Richard Davis, former clerk of courts of Fayette county, who died yesterday in Pittsburgh, has been taken to Bloomsburg, Tioga county, where the funeral service will be held tomorrow or Friday.

Mr. Davis had been ill four or five years and had spent much of that time in hospitals in the hope of regaining his health at least in a degree. He underwent several operations both at the West Penn Hospital, Pittsburgh, and the Presbyterian Hospital, Philadelphia, but relief was only temporary. He was born at Bloomsburg, Tioga county, June 27, 1863, and spent his boyhood and early manhood there. He was married to Miss Elizabeth Holmes, of Bloomsburg, who with the three sons, D. E. and H. A. Davis of Pittsburgh, and R. W. Davis of Washington, Pa., survives him.

Known as a mining engineer, Mr. Davis came to Everson, this county, with the H. C. Frick Coke Company, about 40 years ago. Previous to that time the family resided in Pittsburgh for a short period and Mr. Davis was identified with the Amalgamated Association of Coal & Coke Workers, serving the organization as president and secretary. After leaving Everson he resided in Connelville and at Brownsville before moving to Uniontown where he still retained his residence in the First National Bank Building. Becoming interested in politics, he was elected to the State Legislature in 1890 and served three consecutive terms. He later served Fayette county as clerk of courts, completing his second term January 1, 1920. He took an active interest in every community in which he resided serving as school director and in other minor offices at different times. He was a member of the B. P. O. E. No. 370, Uniontown, and of the Knights of Pythias of Scotland. Although a regular attendant at the Great Bethel Baptist Church in Uniontown he never withdrew his membership from the Welsh Congregation Church of Bloomsburg.

Mr. Davis was at one time editor of the Coke Country Chronicle, a labor paper published in Connelville.

Apprentice Boy Old Locomotive Works Visits Here

The visit of L. R. Thomas, United States commissioner of education, Department of Labor, Washington, D. C., to the Connelville region, to make observation and report on the strike situation, has afforded him an opportunity to recall incidents of his young manhood when he was serving as an apprentice in the pattern shop of the National Locomotive Works on the West Side many years ago.

John Thomas, father of Commissioner Thomas, was superintendent of the pattern shop, coming to Connelville at the time the plant was established. After it suspended operations he was engaged in a similar capacity at the plant of the Boyce, Porter & Company. He and other members of the family, including Miss Gwen Thomas, a daughter, who served as clerk in the postoffice, died here and were buried in Hill Grove Cemetery.

Commissioner Thomas has found comparatively few persons among Connelvilleans of today whom he knew when a young man.

Have You Anything for Sale? Advertise in The Weekly Courier.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, June 3, 1932.

Ovens	In Works	Name of Operators	Address
10	Adah	Wooten & Fayette Coke Co.	Greensburg
223	Allison No. 1	W. J. Ranney, Inc.	New York
142	Allison No. 2	W. J. Ranney, Inc.	New York
240	American 1	American Coke Corporation	Pittsburg
240	American 2	American Coke Corporation	Pittsburg
40	Amica	The Wilkey & Peckham Co.	Uniontown
29	Browning	Browning Coke Co.	Uniontown
59	Brownsville	Brownsville Coke Co.	Pittsburg
203	Century	Century Coke Co.	Brownsville
40	Champion	Champion & Co.	Uniontown
114	Crystal	Crystal Coke Co.	Pittsburg
286	Dunbar	Katharine Coal & Coke Co.	Pittsburg
402	Donald & 2	Consolidated Coke Co.	Pittsburg
100	Donald No. 3	Consolidated Coke Co.	Pittsburg
132	Edna	Waltersburg Coke Co.	Uniontown
32	Eleonor	Starr Coal & Coke Co.	Uniontown
119	Fisher	W. A. Byrne & Co.	Uniontown
54	Garwood	Adams-Civils Coke Co.	Connelville
200	Gauging	Genius Coke Co.	Uniontown
193	Griffin No. 1	Griffin Coal & Coke Co.	Pittsburg
213	Griffin No. 2	Griffin Coal & Coke Co.	Pittsburg
46	Herbert	Civils Central Coke Co.	Pittsburg
134	Hill Top	Washington Gas Coal Co.	Pittsburg
120	Hoover	E. Connelville Coke Co.	Connelville
24	Hope	James H. Hoover	McClellandtown
135	Hustad	Hope Coke Co.	Uniontown
269	Isabel	Lustine-Semans & C. Co.	Uniontown
24	Junior	Isabel Coal & Coke Co.	Pittsburg
140	Katharine	Junior Coal & Coke Co.	Uniontown
200	Latayette	Union Connelville Coke Co.	Uniontown
30	Leon	American Coal Fuel Co.	Latayette
34	Liberty	Atlas Coke Co.	Helen
400	Lincoln	Franklin Coke Co.	Mt. Pleasant
40	Little Gem	Old Connelville Coke Co.	Smithfield
250	Low Phoa	Lincoln Coal & Coke Co.	Pittsburg
24	Luxerne	The Hixler Coal & Coke Co.	Pittsburg
54	Marion	Civils Central Coke Co.	Pittsburg
390	Mt. Hope	Luxerne Coal & Coke Co.	Pittsburg
100	Old Hope	Southern Civils Coke Co.	Connelville
702	Puritan No. 1	Snowden Coke Co.	Uniontown
702	Puritan No. 2	W. J. Parshall	Uniontown
702	Puritan No. 3	Puritan Coke Co.	Uniontown
702	Puritan No. 4	Puritan Coke Co.	Uniontown
101	Poland	Puritan Coke Co.	Uniontown
120	Rich Hill	Poland Coke Co.	Pittsburg
275	Royal	Rich Hill Coal & Coke Co.	Outcrop
45	Russell	W. J. Ranney, Inc.	New York
34	Sackett	Russell Coal & Coke Co.	Smithfield
24	Sapper	Holly-Calgibach & C. Co.	Uniontown
278	Seagrath	Bourne-Fuller Coke Co.	Uniontown
260	Shamrock	Fayette Coke Co.	Uniontown
210	Shirling	Consolidated Coke Co.	Pittsburg
40	Sunshine	McClellandtown C. & C. Co.	McClellandtown
409	Thompson	Thompson Civils Coke Co.	Pittsburg
234	Tower Hill 1	Katharine Coal & Coke Co.	Pittsburg
234	Tower Hill 2	Katharine Coal & Coke Co.	Pittsburg
40	Virgle	Tower Hill Civils Coke Co.	Uniontown
600	Washington	Byrne Coal & Coke Co.	Seaside
500	Washington	Washington Coal & Coke Co.	Dawson
34	Yukon	Washington Coal & Coke Co.	Dawson
		Wayne Coke Co.	Uniontown

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LAFAYETTE MINE PUMPS

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Pump Repairs for All Kinds of Pumps

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High Grade Low Sulphur Connellsville Furnace and Foundry Coke and By-Product Coal

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Highest Quality Standard Old Basin Connellsville Coke

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By-Product Coking Coal

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P. & L. E. TO BECOME
PITTSBURG DIVISION
OF NEW YORK CENTRAL

A well authenticated report is current in railroad circles to the effect that the Pittsburgh & Lake Erie Railroad is to lose its identity, and that its designation of "Little Giant" is to be no longer used.

In furtherance of the plans of the New York Central lines, which own 51 per cent of the capital stock of the Pittsburgh & Lake Erie, the latter is to become the Pittsburgh Division of the former. The change will, it is understood, contemplate continuing J. B. Yohs, now vice-president of the Pittsburgh & Lake Erie, in full charge of the territory served by the road.

The Pittsburgh & Lake Erie property extends from McKeesport to Youngstown. At the former place it connects with what was originally incorporated as the Pittsburgh, McKeesport & Youghiogheny Railroad Company, which name was early changed into "Peenickie" and retained until control of the P. & L. E. by the New York Central. After that the line term naming on the West Side gradually began to use the nickname just as the "Little Giant" now seems destined to do.

The latter name however to be applied to the Pittsburgh & Lake Erie when, after improvements inaugurated by Colonel J. M. Schoonmaker, president and carried out under Mr. Yohs's supervision, made the line a leader in handling large tonnage in the easy grades and excellent work of the road.

Homer L. Burchinal

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W. M. Bestwick, New
Publicity Manager
Of West Penn System

W. S. Anderson, assistant to H. L. Mitchell, vice president and general manager of the West Penn System, in the region last week introducing W. M. Bestwick, newly appointed publicity manager.

Mr. Bestwick comes to the West Penn from Canada where he is credited with a similar capacity in many utility enterprises. Previously he was associated with T. A. Munsey, the great New York publisher, having editorial charge of the Railroad Magazine and doing special work for Mr. Munsey.

Mr. Bestwick has already assumed charge of the department which was created for and filled by the late William P. Sherman, who secured his connection with The Courier to take up the new work early in 1930.

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